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CENTRAL INTELLIGENCE AGENCY

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1. The airfield was north of Kharkov (36°15' N/50°0' E), Ukrainian SSR, some 100 meters east of the road to Belgorod (36°35' N/50°35' E). Demolitions were frequently observed at the field in 1946. Almost all hangars were still destroyed in 1947.
2. There was day and night flying with civilian and military aircraft. The civilian planes were of Douglas type with two radial engines and single rudder assembly. The military aircraft were single-engine fighters and twin-engine planes with in-line engine and double rudder assembly.
3. Pokatilovo (36°10' N/49°55' E) was about eight km southwest of Kharkov, east of a road and a single-track railroad line to the southwest. The main road east of the railroad line had a new branch road leading to the airfield. The field could not be observed.
4. There was intensive flying with fighter types which were known from the war.
5. The airfield was south of Kharkov, about 1,500 meters north of a river. A new asphalt road leading from Kharkov to the south ran along the western edge of the airfield. The field had three about 1½ km concrete strips.
6. The following installations were available:
 - a. On the northern edge: Three hangars and two hangars under construction and a radio station
 - b. On the western edge: Two cantonment buildings with the flight control station, a club house, a transformer station and two rotating searchlights for night flying.
 - c. West of the road: Eight officers' buildings, a pilot school building and an underground fuel storage dump.
7. The airfield was occupied by about 150 four-engine aircraft, presumably of US make, 20 Me-109s, 100 cargo gliders and 70 gliders. The planes were last counted on Soviet Air Force Day in June 1948.
8. The airfield, about 2½ km square, was 10 km south of the town center of Kharkov, southeast of the Zhikhov suburb (see Annex 1). A new by-pass road ran north of the field. The airfield was on slightly elevated terrain and had three concrete 60-meter-wide runways laid out in a double-T form. None of the runways was longer than two km. The field area was surrounded by meadows and pasture land. A railroad spur track was west of the field. There were aircraft revetments covered with camouflage nets. They presumably were constructed during the German occupation.

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- ☐ 9. The following installations were available:
- a. Two hangars, each for about eight Douglas planes
 - b. A repair hangar, about 25x75 meters
 - c. A large administration building (kommandatura) which was under reconstruction.

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- ☐ 10. There were boundary, obstacle and beacon lights. A DF set was east of the airfield and a radio beacon south of the set. 50-mm AA guns were emplaced west of the field.

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- ☐ 11. The airfield was occupied by:
- a. 30 to 40 Yak fighters
 - b. 40 to 50 twin-engine Douglas transports.
12. The military airfield north of Kharkov, east of an artery road, was two km from north to south, three solid hangars were on the northern edge of the field, three solid multiple-story stone buildings on the southwestern edge.
13. The airfield was occupied by 100 to 120 single-engine aircraft, similar to the Ju-87, and some twin-engine aircraft. There was intensive flying, mostly with individual planes.
14. A barracks area, built up with wooden cantonment and stone buildings, was about 1 1/2 km southwest of the airfield. About 20 soldiers wearing flying suits marched from the area to the airfield every day.
15. The civilian airfield was about one km south of Kharkov, just east of the road to Pokatilov. It was difficult to observe the field as its surface was about 10 meters higher than the road. The stone buildings seen on the western edge of the field were destroyed. A DF cabin with two radio masts was in the southwestern corner of the field. There were night lighting facilities.

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- ☐ 16. Individual twin-engine aircraft made intermediate landings at the field every day.
- ☐ 17. The airfield, about 2 1/2 km long, was five to six km southwest of Kharkov, near Zhukov, east of the Kharkov-Pokatilovo-Marcena (36°3' N/49°43' E) highway. It was surrounded by level and sandy terrain with individual broom bushes (see Annex 2). There were boundary lights.

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- ☐ 18. The following installations were available:
- a. Four four-story barracks, each about 30x80 meters, serving as EM quarters, on the western edge of the approach road.
 - b. A four-story 30x80-meter officers' building, west of the main road

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19. The airfield was occupied by 80 to 100 aircraft of the following types:

- a. Single-engine fighters with in-line engine
- b. Twin-engine aircraft, similar to the He-111
- c. Seven to nine jet aircraft since June 1948 but very seldom seen.

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20. Flying was done mostly in formations. Up to 80 aircraft were seen over the field at the same time. Forty aircraft were once noticed taking off within three or four minutes. Six planes often took off simultaneously. There was regular night flying. In the summer of 1948 group take-offs were observed at night. Individual jet aircraft made 45-minute flights. Their speed was very great but did not reach sonic speed. The jet aircraft once flew in formation on the occasion of a Soviet holiday in the fall of 1948.

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comment:

a. This is the first evaluable post-war information on the airfields near Kharkov. The statements probably refer to the airfields north and south of Kharkov. The field allegedly southwest of the town, which was mentioned several times, is probably the southern field.

The pin-point location of both airfields is known from previous information.

b. The airfield north of Kharkov obviously is an improved airport. It was probably occupied by a pilot school (training on combat aircraft) in late 1948, the last period of observation.

c. The airfield south of Kharkov is also an improved airport which is provided with solid hangars, quarters, night lighting facilities and probably three runways. It is obviously being used as both a commercial and military airfield and apparently is occupied by a fighter unit which is also being trained in night fighting.

The airfield is now assumed to be occupied by a modern equipped fighter unit (jet planes).

- 3 Annexes:
- (1) Layout sketch of Airfield South of Kharkov
 - (2) Airfield North of Kharkov
 - (3) Location sketch of Airfield South of Kharkov.

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